

CHAPTER 40 INSPECT FAR PART 121/135 CONTRACTUAL RELIABILITY PROGRAM

Section 1 Background

1. PTRS ACTIVITY CODES

A. *Maintenance:* 3636

B. *Avionics:* 5636

3. OBJECTIVE. This chapter provides guidance for inspecting/reviewing a contractual reliability program.

5. GENERAL

A. *Definitions*

(1) *Operator:* An air carrier contracting with another air carrier for a maintenance program controlled by a reliability program.

(2) *Contractor:* An operator contracting out an approved maintenance program controlled by a reliability program to another operator.

(3) *Substantiating Data:* Those records that contain information identified in an approved reliability document required to support changes in a maintenance program.

(4) *Compatibility:* Air carrier daily utilization being within 75 percent of the contractor's.

B. This inspection is meant to ensure that the contractor's reliability program is effectively controlling the maintenance program. This inspection determines the operator's continued compliance with the following:

- Contractual agreement
- Operations specifications

- Reliability document

- Company's maintenance procedures manuals

C. The contractor will have detailed procedures in its reliability document for revising required time limitations. An FAA-approved contracted approved reliability program allows the operator to revise these time limitations. These time limitations are for overhauls, and inspections and checks of the following:

- Airframes
- Engines
- Propellers
- Appliances
- Emergency equipment

D. The FAA principal inspector must be alert at all times for possible non-compliance with the approved procedures. When findings show that the operator has failed to follow these procedures, the FAA must consider this an illegal revision and appropriate enforcement actions must be taken.

E. It must be remembered that the contractor's approved reliability document has been previously approved by the FAA. In this review, if there are procedures or a lack of them required by Advisory Circular 120-17, Maintenance Control by Reliability Methods, as amended, it should be noted. However, unless the program can be proven to be ineffective, it should not be considered a discrepancy during the inspection.

F. For the contracted reliability program to be effective, the operator must have manual procedures for interfacing between both organizations. These procedures must provide a method for implementing the contractor's reliability program.

Section 2 Procedures

1. PREREQUISITES AND COORDINATION REQUIREMENTS

A. Prerequisites

- Knowledge of the regulatory requirements of FAR Parts 121 and 135, as applicable
- Experience with an operator operating on a reliability program
- Successful completion of Airworthiness Inspector's Indoctrination Course for General Aviation and Air Carrier Inspections, or previous equivalent
- Successful completion of the Reliability Course

B. *Coordination.* This task requires coordination between the principal inspectors assigned to the operator and those assigned to the contractor. Additional coordination may be required with local, regional and Headquarters personnel.

3. REFERENCES, FORMS, AND JOB AIDS

A. References

- Operations Specifications
- Contractual Agreement
- Advisory Circular 120-17, Maintenance Control by Reliability Methods, as amended
- Air carrier reliability document
- Air carrier reliability reports

B. *Forms.* None.

C. *Job Aids.* None.

5. PROCEDURES

A. *Review the Operator's Data.* Review the following:

(1) Contractual agreement, to ensure that:

(a) A copy of the contractual agreement is on file in the district office

(b) The contract is current, by comparing the date on the contract with the date on the Reliability Program Contractual Arrangement Authorization operations specifications

(c) The contract provides for incorporating the operator's data into the contractor's fleet data, for the purpose of reliability control

(2) Air carrier's operations specifications reliability paragraph, to ensure that:

(a) The data reflects all aircraft, engines, systems and components, etc., controlled by the reliability program

(b) Additional information includes reliability document title, approval date/revision data

(c) All information shown on the operations specifications are consistent with contractual agreement on file in the district office

(3) Reliability document, to ensure that:

(a) The reliability document is on file in the district office

(b) The document name, date and revision number agree with the operations specifications, and the contractual agreement

(c) The program is consistent with FAA policies and procedures and Advisory Circular 120-17, as amended

(d) The reliability program provides a description and identifies the organizations responsible for the following essential systems:

- Data collection and analysis
- Corrective action
- Performance standards
- Data display and reports
- Maintenance intervals and process/task changes
- Program revision

(4) Operator's company manual procedures to ensure that the following are included:

(a) Procedures for collecting and submitting required data

(b) The name of the person or department responsible for collecting and submitting required data

(c) The name of the person responsible for ensuring that all required reports are received in accordance with the terms of the contract

(d) Procedures for reviewing analyzed data received from the contractor, including routine reports and those requiring immediate attention

(e) Procedures for implementing required changes to the maintenance program based on reliability program data analysis

(f) The name(s) of the person(s) responsible for implementing required changes to the maintenance program based on reliability program data analysis

(g) Procedures for ensuring that the contractor is notified following changes to the maintenance program

(h) Procedures for ensuring that the operator's Certificate Holding District Office (CHDO), is notified of changes to the maintenance program

(5) District office files to determine reliability program history, to include:

- Records of correspondence
- Previous inspections
- Trends or problem areas
- Program revisions

(6) Air carrier's reliability reports, to determine if:

(a) The reliability reports required by the document have been submitted to the FAA and reflect all aircraft, engines, systems, and components controlled by the program. Reports must specify the items exceeding established performance standards and the corrective action being taken.

(b) The reliability reports for the previous six months identify trends. Highlight areas with decreasing reliability characteristics for follow up during on-site inspection.

(7) Air carrier's Mechanical Reliability Reports (MRR), Mechanical Interruption Summaries (MIS), and Engine Utilization Reports, if applicable.

B. Assess the Reliability Program. At this stage, combine and assess all the findings discovered during the review to get an overall picture of how well the reliability program controls the maintenance program.

(1) Determine if there has been an increase in any of the following:

- Aircraft delays
- Premature component removal rates

- The engine shutdown rates
- Inspection scheduling adjustment (e.g., short term escalations)
- Deferred maintenance (Minimum Equipment List (MEL))
- Pilot reports
- Aircraft inspection findings

(2) If there is a problem with the reliability program based upon the inspection findings, or any of the above circumstances.

(a) Determine if the deficiencies were a result of the organizational structure, lines of authority, staffing, personnel qualifications, or other problems related to the organization.

(b) Determine if deficiencies were due to incomplete or ineffective methods and/or procedures in the overall program.

(c) Compile all findings that are contrary to the approved reliability program.

(d) Compile all findings that are in compliance with the document but are still not producing satisfactory results.

(3) After compiling all findings and before the air carrier debriefing, consult with the appropriate FAA supervisory personnel to determine which (if any) findings require enforcement actions.

(4) If no significant findings are made, no further actions are necessary.

7. TASK OUTCOMES

A. *File PTRS Transmittal Form*

B. Completion of this task will result in the following:

- Formal letter to the operator confirming results of inspection
- Enforcement action, in accordance with Order 2150.3, if applicable

C. *Document Task.* File record of inspection and all supporting paperwork in operator's file.

9. FUTURE ACTIVITIES. None.